

For Sale.

MacEWEN, FRICKEL & Co.
HAVE RECEIVED FOR SALE,
Ex Recently arrived Mail and
other Steamships.

AMERICAN AND ENGLISH
GROCERIES,
FRESH SUPPLIES RECEIVED BY EVERY
MAIL.

Eastern and Californian CHEESE.
Bogless CODFISH.
Prime HAMS and BACON.
RUSSIAN CAVIARE.

Eagle Brand Condensed MILK.
PEACH, and APPLE BUTTER.
PICKLED ON-TONGUES.

Family PIG-PORK in logs and pieces.
Paragon MACKEREL in 6 lb cans.

Cutting's Dessert FRUITS in 2½ lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGES and Sausage
MEAT.

Stuffed PEPPERS.
Assorted PICKLES.
MINCEMEAT.

COMB HONEY in Original Frames.
Richardson & Robbin's Celebrated Potted
MEATS.

Richardson & Robbin's Curried OYSTERS.
Lunch TONGUE.

Assorted American SYRUPS, for Sum-
mer Drinks.

McCarty's Sugar LEMONADE.
Clam CHOWDER.

Codfish BALLS.

Green TURTLE in 2½ lb cans.

CALIFORNIA
RACKER
COMPANY'S BISCUITS in 5 lb
tins, and loose.

Alphabetical BIS-
CUTS.

Fancy Sweet Mixed

BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT:
OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

RYE MEAL.

NEW BOOKS.—
3,000 Numbers "FRANKLIN SQUARE" and
"SEASIDE" LIBRARIES, including
McCarthy's "HISTORY OF OUR OWN
TIMES," "ENDYMION," and
other recent Publications,
from 15 cents to 25
cents each.

HERBERT SPENCER'S COMPLETE WORKS
ON SYNTHETIC PHILOSOPHY.
IRVING'S COMPLETE WORKS.

HAWTHORNE'S COMPLETE WORKS.

EMERSON'S COMPLETE WORKS.

PRESCO'S COMPLETE WORKS.

EDGAR POE'S COMPLETE WORKS.

WILLIAMS' "MIDDLE KINGDOM."

GRIFFITH'S "MIKADO'S EMPIRE."

BANCROFT'S HISTORY OF THE UNITED
STATES.

HARPER'S HALF HOUR SERIES.

Medical WORKS.

School BOOKS.

Presentation BOOKS.

WORKS OF REFERENCE.

ALBUMS of Music with Words.

ALBUMS of Pianoforte Pieces.

Sheet MUSIC.

Photo. ALBUMS, Etc., Etc.

REVOLVING BOOK CASES.

STATIONERY.—
For LADIES, and OFFICE use.
OFFICE REQUISITES of every description.

SPECIALLY SELECTED
CIGARS.

WINES, SPIRITS, BEER AND
AERATED WATERS.

CROSSE & BLACKWELL'S
a d

JOHN MOIR & SON'S
FAMOUS HOUSEHOLD STORES.

TEYSSONNEAU'S DESSERT FRUITS.

SAVOURY PATE.

GAME PATE.

POKE PATE.

OX PALATES.

HUNG (Hambo) BEEF.

TRIPE.

FRUITS for Ice.

SHERBET.

COCONUTINA.

VAN HOUTEN'S COCOA.

EF'S COCOA.

ROBINSON'S GROATS.

GELATINE.

Russia OX-TONGUES.

French PLUMS.

PATE DE FOIE GRAS.

SARDINES.

Hung TONGUE and
Chicken SAUSAGE.

ASPARAGUS.

MACCAGNONI.

YERMICELLI.

SAUSAGES.

MEATS.

SOUPS, &c., &c.

SHIPCHANDLERY of every Description.

RIGGING and SAIL-MAKING promptly
executed.

Hongkong, June 20, 1881.

10m/2

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE CALLE, COLOMBO,
ADEM, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 28th day of July,
1881, at Noon, the Company's S.S.
SAGHATEN, Commandant RÖLLAND,
with MAIIS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon of 27th.

Cargo will be received on board until 4
p.m., Specie, and Parcels until 3 p.m. on
the 27th of July, 1881. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, July 16, 1881.

iy28

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. MAIL STEAMSHIP, CITY OF
PEKING will be despatched for San
Francisco, via Yokohama, on SATUR-
DAY, the 30th July, 1881, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama, and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways to Havana, Trinidad, and
Dover, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

Freight will be received on board until 2
p.m., the 29th July. Parcel Packages
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, July 12, 1881.

iy30

NOTICE TO CONSIGNEES.

S. S. "NIICATIA MARU," FROM
KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above
Vessel are hereby requested to send
in their Bills of Lading for counter-
signature, and take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge or remain-
ing on board after To-day, the 19th
Instant, will be landed and stored at Con-
signees' expense and risk.

No Fire Insurance will be effected.

H. J. H. TRIPP,
Agent.

Mitsui Bishi Mail S. S. Co.

Hongkong, July 19, 1881.

iy26

NOTICE TO CONSIGNEES.

BRITISH BARK "STAR OF CHINA,"
FROM LONDON.

CONSIGNEES of Cargo by the above
named Vessel are requested to send in
their Bills of Lading for counter-
signature, and take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge or remain-
ing on board after To-day, the 19th
Instant, will be landed and stored at Con-
signees' risk and expense.

No Fire Insurance has been effected.

Ex Saghalien.

No Mark, Nos. 91/20-30 drums White
Lead, Order from London.

G. de CHAMPEAUX,
Agent.

Hongkong, July 9, 1881.

iy28

INSURANCES.

THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY
OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

Unlimited Liability of Shareholders.

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to accept FIRE and MARINE
RISKS at Current Rates, allowing usual
Discounts.

GEO. R. STEVENS & Co.

Hongkong, July 1, 1881.

iy26

PRUSSIAN NATIONAL INSURANCE
COMPANY, of STETTIN.

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to grant Insurances against FIRE
at Current Rates.

MEYER & Co.,
Agents.

Hongkong, May 10, 1881.

10m/2

Insurances.

NOTICE.
QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Risks on First Class Godowns at 4
per cent. nett premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881.

iy21

THAMES AND MERSEY MARINE
INSURANCE COMPANY,
LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE
BUILDINGS, LONDON.

THE Undersigned having been appointed
AGENTS in HOKKIUNG and CHINA for
the above Company are prepared to accept
MARINE RISKS at Current Rates, allowing
usual Discounts.

ADAMSON, BELL & Co.,
Agents.

Hongkong, May 3, 1881.

3m/2

MAILED.

THE Undersigned having been appointed
AGENTS in HOKKIUNG and CHINA for
the above Company are prepared to accept
MARINE RISKS at Current Rates, allowing
usual Discounts.

ADAMSON, BELL & Co.,
Agents.

Hongkong, July 16, 1881.

iy28

MAILED.

THE Undersigned having been appointed
AGENTS in HOKKIUNG and CHINA for
the above Company are prepared to accept
MARINE RISKS at Current Rates, allowing
usual Discounts.

THE CHINA MAIL

No. 5624—JULY 23, 1881.

The three new Chinese gunboats, whose approaching arrival we announced the other day, came in late last night, and are now in harbour awaiting orders as to their further procedure. The vessels are the *Iota*, *Kappa* and *Lambda*, commanded respectively by Captains Ross, Powell, and Hafner. They are each armed with one 35-ton gun, two thirteen pounders, two Gatlings, and two Nordenfeldts. The three vessels are of much the same dimensions, of which details have already been given in our columns, on the occasion of their being launched. The gross tonnage of each is 266.97 tons; and the registered tonnage 129.24 tons. The following are the principal officers of the three vessels, those who have been out here before being indicated by an asterisk:—

Iota.—Captain Ross, Commodore; Mr. Kenneth McKenzie, chief officer; Mr. Payne, 2nd (formerly of the *Glen Innes*); *Mr. Marshall, gunner; *Mr. Montgomery, chief engineer.

Kappa.—Capt. P. A. Powell; *Mr. Pybus, chief officer; Mr. Thompson, second officer; Mr. Patey, gunner; Mr. Soudis, chief engineer.

Lambda.—Captain Hafner; *Mr. Smith, chief officer; Mr. Andrews, gunner; Mr. Harper, chief engineer.

Each vessel has a complement of 29 hands.

The *Lambda* goes to Canton, and the other two vessels to Tientsin. All of them are constructed and intended for river service, for which they are admirably fitted. They are neat, smart-looking craft, and strike one as likely to render a good account of themselves should occasion arise. The following is the report they give of their voyage out:—

Left Newcastle May 18th; Plymouth May 24th; arrived at Malta June 4th at 5 a.m., and left on the 5th at 7.15. Reached Port Said on the 11th at 3.15 a.m., and left at 1.30 the same day. At Suez 2.5 a.m. on the 12th, and left on the following day at 5.50 p.m. Arrived at Aden at 10.15 on the 20th, and left at 3.15 a.m. on the 23rd. Arrived at Point de Galle at 8.15 on July 4th, and left at 3 p.m. on the 5th, reached Singapore at 5 a.m. on the 13th July and left at 3.50 on the 15th ident. Arrived at Hongkong last night (22nd) at 9.50 o'clock. The passage on the whole was a very good one. The vessels experienced a strong wind with heavy seas from Newcastle to Plymouth. From Plymouth to Malta experienced moderate winds. Also up the Mediterranean, and all the way to Suez, moderate winds. From Suez to Aden strong fair winds. From Aden to Point de Galle very strong S.W. monsoon, heavy sea; all the ships behaved remarkably well. From Galle to Singapore, moderate South West monsoon, and the same to this port.

Hong & Co.'s Weekly Shipping Report, Pagoda Achorage, 16th July:—

Arrivals During the Week.—July 9, Brunette, from Shanghai; 9, Hae Sun, from Shanghai; 11, Gleneam, from Shanghai; 13, Ulysses, from Shanghai; 14, Lulu, from Tientsin; 14, Nansen, from Hongkong.

Departures During the Week.—July 9, Europe to Shanghai; 10, Emily, for Tientsin; 10, Jason, for London; 13, Hae Sun, for Shanghai; 13, Gleneam, for London; 15, Mashi, for Colonies.

Shipping in Port.—Argos, E. Von Beau- lius, Cingalee, Beaulieu, Chateaubriand, Charley, Brunette, Ulysses, Lulu, Nansen.

The murderous assault upon President Garfield may not terminate fatally, as there was too much reason to fear from the number of telegrams received; and it is with feelings akin to thankfulness we are able to announce that the late steamer was favourably of the chance of recovery. Business in America, which sustained a severe shock from an event which might have had a tendency to change the whole policy of the government, has taken a more satisfactory turn; and as the chances of the President's recovery improve, complete confidence will be restored.—*Japan Gazette*, July 8.

The last Ceylon papers (June 20th) bring the details of the capsizing and sinking of the ship *Liberator* in Galle harbor. The facts appear to be that she was an iron vessel of 1,400 tons, commanded by Captain Kerr, and was under a charter to load a full cargo for London by Messrs Clark, Spence & Co. The casualty is stated to have occurred whilst a pipe of oil was being hoisted on board by tackle from the main yard arm; and being crank, with a slightly rough sea, on the vessel heaved over and sank at her moorings in deep water, carrying in her descent two cargo boats, and drowning an apprentice named Moorscroft.

The steamers of the Roach Brazil Line, the *City of Rio de Janeiro* and the *City of Para*, have been sold to the Pacific Mail S. S. Co. for \$900,000. This is a high valuation for steamers of their build and capacity and must tell against them in entering into competition with foreign boats equally well built, but at much less cost. The cost of these boats makes it evident that even a subsidy would hardly support the line to Brazil. It is to be hoped that the Pacific Mail S. S. Company will find them more profitable than did their first owners—it is officially announced that the American line of steamers from New York to Brazilian ports has been withdrawn, owing to its unprofitability. This line was started about three years ago by Mr. John Roach, who built the two steamers *City of Rio de Janeiro* and *City of Para*, especially for this line. The vigorous competition of English, French and German steamers in said has forced the American line out of the business. It has lost money from the start. The two steamers have been bought by the Pacific Mail S. S. Co., and will probably be placed on the San Francisco route.—*N. Y. Marine Register*.

We observe, in a Japanese contemporary, an advertisement by a woman calling herself Murase Michi of Horimachi, a hama, who acts as agent for some person not named. She offers employment as "shop-women in foreign countries" in Singapore to females from 15 to 25 years of age who understand a little of some foreign language, at a salary of \$20 per month, all travelling expenses to be paid by the employer. There can be little doubt as to the meaning of this announcement; and we recommend Murase Michi to the consideration of the prefect of Kanagawa—Japan Mail.

The *N. Y. Daily News* gives this extraordinary story:—

On the evening of the 30th of June, while the C. N. Co.'s steamer *Pearl*, the officers witnessed an attempt to drown a woman. The chain must have been loosed, because

from a sampan close to the landing-steps, on the part of two men, one of whom was seen to push her into the water. Mr. Morgan, of the Customs Service, who saw the occurrence from the shore, ran down the steps and rescued the woman, the water there being only about six feet deep. When he pulled her out of the water, it was found that her hands were tied behind her, and that a large stone was fastened round her neck. She said to her rescuer, "I made it more better to die." When she had recovered from the effects of her bath, she went home. At 4.30 a.m. the next day, she was "successfully drowned" by her two brothers-in-law, the men who attempted had been frustrated on the previous day. They took her out this time into the middle of the river, and having attached a line to her waist, as well as pinioned her arms and fixed a stone round her neck, they pushed her into the water, as before. After life was extinct they pulled the body up by the line round the waist, took it ashore, and buried it with the usual funeral rites. The crime of the deceased was stated to be that she refused to marry an old man; she being a fine blooming widow, wanted something better." The details of the actual murder were given to Mr. Morgan by some Chinese who witnessed both events, and the murderers themselves told him that it would have been better if he had not interfered with their first attempt.

Law Notice.

IN THE SUPREME COURT OF HONGKONG.

(Before the Full Court.)

Monday, 26th July, 10 a.m.—Suit No. J. J. da Graça v. Pitman.—Return of rule nisi.

THE ASSAULT ON MR. TONNOCHY.

Owing to a misapprehension as to the admission of reporters to trials inside the gaol, we unfortunately did not get Mr. Tonnochy's evidence in this case yesterday. We now reproduce it as given in the *Daily Press*:—

Mr. Tonnochy stated that on Monday, the 18th instant, at about five o'clock in the afternoon, he commenced his round in the Gaol in company with Mr. Gerrard, who, however, was not on special weekly visit.

Mr. Wodehouse: A recommendation should

be made to the Governor.

Mr. Tonnochy: I shall record it here.

Mr. Wodehouse: I have already given my opinion as Superintendent of this Gaol that

I think these powers are quite sufficient.

The prisoner is already suffering a long term of imprisonment, and I do not think any further imprisonment would be suitable.

The Supreme Court has no power to give corporal punishment.

Mr. Wodehouse: I may add that the

prisoner has, according to the evidence, been guilty of 24 gaol offences, and that the Superintendent of the Gaol has at all times

been bound to obey, under instructions, the

order of the police.

Mr. Tonnochy: I do not see what the

public at large has got to do with the mat- ter.

The responsibility rests with any per- son who thinks that any other mode of punishment will be effective. Hardly any of these were cases in which I would have

forged a warrant. For the rest, this done by the police as a body do not take kindly to the present system? The informants are paid from the fines; the money given them to go and gamble with so as to be able to give information, is paid from the Secret Service Fund, but never a copper cash ever reaches the pockets of those men who really do the risky work, and who are above all best entitled to some acknowledgement of the value of their services. The Captain, Superintendent of Police and Registrar General draw each \$100 per annum in consideration of some certain amount of work which they are supposed to do with public gambling. Can you tell me what the police do? I am competent to deal with the case under this ordinance.

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